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Montana and the sky

MDT Department of Transportation - Aeronautics Division Vol. 45 No. 2 February 1994

Ed Stimpson to Kick-off Conference

Edward W. Stimpson, President and Board Member of the General Aviation Manufacturers Association (GAMA) based in Washington DC, will be the featured speaker at the Thursday kick-off luncheon at the Montana Aviation Conference.

He joined the association when it was formed on January 1, 1970 and was elected president in November, 1970.

Prior to joining GAMA, Stimpson served with the Federal Aviation Administration, under three FAA Administrators, as Assistant Administrator in Washington, DC.

While at the FAA, he was honored with the U.S. Department of Transportation's Meritorious Achievement Award, FAA's Meritorious Service Award and its Decoration for Exceptional Service in recognition of his performance.

Stimpson rejoined GAMA in 1992 after serving as Senior Vice President for nearly two years at Morrison Knudsen Corporation in Boise, ID.

As the association's chief executive for over 22 years, Stimpson has been instrumental in developing and maintaining strong Congressional and Executive Branch relations while building coalitions with other segments of the aviation community on airport/airway issues, safety and product liability.

He has served on numerous government and industry advisory groups. Most recently, he served as Chairman of the General Aviation Taskforce of NASA's Aeronautics Advisory Committee.

Stimpson currently serves as Chairman of the Board of Embry-Riddle Aeronautical University.

A noted industry spokesperson, Stimpson has been the recipient of numerous industry awards including the Brewer Trophy, Aviation Week & Space Technology's Laurel of Aviation and Flying and Business & Commercial Aviation named him Man of the Year.

Stimpson was born in Bellingham, WA, graduated Cum Laude from Harvard College and is a private pilot. He and his wife Dorothy Sortor Stimpson reside in Boise, ID.

The kick-off luncheon will begin at 11:30 am on Thursday, February 24. In order to have accurate meal counts, lunch tickets for Thursday must be reserved prior to the conference.

Other meal tickets must be reserved at least 48 hours prior to the function. Reservations can be made by using the preregistration form found on page seven of the newsletter.

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Administrator's Column

Congratulations to Helena Airport: The Helena Regional Airport was recently granted full Airport Authority status and is now the Helena Regional Airport Authority. This new status will now allow the Helena Airport to function pretty much autonomous and out from under the burdensome bureaucracy of the city and county governments which will certainly be a big improvement in streamlining airport management. CONGRATULATIONS TO RON MERCER AND THE HELENA AIRPORT COMMISSIONERS.

Dyeing of Fuel - Safety Hazard: There has been a great deal of concern over the Environmental Protection Agency (EPA) and the Internal Revenue Service (IRS) rules requiring dyeing of kerosene and diesel fuels. The concern expressed is due to the aviation fuels which have been colored for identification for decades and now there will be non-aviation fuels colored the same. The reasons given by the EPA and IRS for this requirement is to identify non- road tax exempt fuels such as fuel used for farm and heating use. The Federal Aviation Administration (FAA) has expressed concern and has published a National Flight Data Center NOTAM. The main areas of concern are that some of these new dyed fuels are used on airports for non-aviation use and stand the chance of becoming mixed with aviation fuels and, also, the pipeline transfer process could get jet fuel mixed. It seems that the EPA and IRS did not consult with the FAA before mandating this action. SURPRISED?

Kinder Gentler FAA - The Myth: The much talked about new video "The Kinder Gentler FAA - The Myth" is now available in the Aeronautics Division's film library. This video along with many other videos and films is loaned free for viewing upon request. A catalogue is also available listing all of the Division's films. If you would like a catalogue or any film, just contact the Aeronautics Division.

Administration proposed ATC Management Criticism: In response to the President's National Airline Commission, the Administration is proposing creation of a government corporation to operate the air traffic control system. This has brought strong criticism from general aviation organizations as well as numerous Congressmen. There have been many concerns expressed but the general consensus seems to be that the proposal will merely create another unnecessary bureaucracy - that the current system would be just fine it if were operated as intended - that fixing the problem would be the best route to take. Another concern expressed is that such a corporation would be like the Postal Service or AMTRAK. As a second option the Administration is also considering creation of a government corporation for the entire FAA. It looks like there will be stiff opposition to any such proposals from the "Hill".

Harlowton Airport Receives NDB Transmitter

By: Mike Rogan
Aviation Support Officer

A new solid state NDB transmitter was provided by the Montana Aeronautics Division at no cost to the community. This replaces older, unreliable equipment. Pilots navigating to and through Harlowton will appreciate the added reliability and increased range of this new transmitter. Tune into the Harlowton NDB, HWQ, 242KHz, and let us know how it works.

Montana and the Sky
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Marv Dye, Director

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Rocky Offers New Courses

Looking for a private pilot ground school, or are you interested in soaring? Rocky Mountain College (RMC) is offering aviation courses next summer that will match your interests through the RMC continuing education program.

The Private Pilot Ground Course provides a great way to start earning your private pilot wings. The course provides 45 hours of instruction and will be conducted weekdays May 9-27 from 6:00 to 9:00 p.m. This comprehensive course is designed to prepare you to take the FAA Private Pilot written exam. The instructor will be Ed Trautwein, a retired Northwest Airlines pilot and RMC's flight simulator manager and instructor. The course can be taken for three college credits. The cost is $450, if taken for credit, or a $330 non-credit fee.

Montana offers great locations for soaring, and there is a growing community of glider pilots catching the thermals and the mountain waves over the Rockies. Sterling Starr, who recently retired from General Dynamics where he was Vice-President in charge of marketing for the F-16, will offer a 15 hour introductory course called "Survey of Soaring" during the June summer term. Sterling is an experienced glider pilot and enthusiast who has served on the Board of Directors of the Soaring Society of America for 25 years and is a former president of the Society. The course will prepare those who already hold a private pilot certificate for the FAA glider pilot written exam. However, it is not necessary to hold a pilot certificate in order to take this course and the written exam. The class will meet from 7:00 to 9:00 p.m. on June 6-9 and 13-15. Arrangements are being made for glider orientation flights for those interested on the weekend of June 11-12. The course can be taken for one college credit. The cost is $150, if taken for credit, or a $110 non-credit fee.

Call the RMC Continuing Education Office at 657-1040/1041 or 1-800-877-2659 to register or obtain more information.

Aircraft/Pilot Registration

By: Barbra Proulx
Licensing/Certification Technician

The Division has received 1,481 aircraft registrations and 1,214 pilot registrations in the office to date.

With a total of 2,643 aircraft on file, this leaves 1,162 aircraft to register. I would like to remind aircraft owners of the March 1 deadline for aircraft registration and caution those who have not responded that after March 1, the fee becomes a penalty situation (5 times the fee plus the fee). Remember, if your aircraft is unflyable, you need not pay the fee; however, you still must inform the Division of the condition of your aircraft. If you aircraft has been sold, please notify the Division of said sale.

During the first week of February, a second invoice will be mailed to those aircraft owners who have not responded.

With 2,712 pilots on file, there are still 1,498 remaining who have not yet registered. The deadline for pilot registration is April 1.

Attention MATA Members

You could be a big WINNER! Montana Aviation Trades Association (MATA) has one great Door Prize to all payed up MATA members. It's an "Apollo 920 Handheld GPS with Moving Map Display" valued at $1,595. The drawing will be held in Billings at the 1994 Montana Aviation Conference. Must be present to win! Please bring your application to the conference or send your membership dues to: MATA, Box 126, Big Sandy, 59520, or call Dallas O'Connor 768-3800 or Wayne Turner 378-2534.

A special thanks to Aerotronics in Missoula and Billings and Woody Woodrown with II Morrow, Inc. in helping with this door prize.

Calendar

Feb. 4 - 6, 1994 — Flight Instructor Refresher Clinic, Helena.
Feb. 23 — Montana Aeronautics Board Meeting, Billings.
Feb. 23 - 26, 1994 — Montana Aviation Conference, Billings.
Feb. 26, 1994 — AOM Meeting, Billings.
Feb. 27 — AOPA sponsored pilot/town meeting with Senator Conrad Burns, Holiday Inn, Billings.
Feb. 27 — March 2, 1994 - Upper Midwest Aviation Symposium, Bismarck, ND.
March 4 - 6 — Winter Survival Training, Helena/Lincoln.

Survival Clinic

By: Debbie Alke
Administrative Officer

Plans are complete for the Aeronautics Division's winter survival clinic scheduled March 4-6. This is the first time the clinic has been offered since 1985 due to forced budget cuts.

The clinic is being partially funded at the request of the survivors of two Montana pilots who died in separate aircraft accidents. Debbie Surratt of Billings and the Roger Copeland Family of Missoula.

Skip Stoffel of the Emergency Response Institute in Seattle will instruct participants. The clinic is designed to teach survival skills under adverse weather conditions and offers practical information in survival techniques for anyone travelling in winter.

Classroom instruction will begin in Helena on Friday evening and continue through Saturday morning. The clinic then moves near the Lincoln Airport for further training and an opportunity for students to try out skills learned in the classroom. The field "hands-on" training will last until Sunday afternoon.

Application forms have been mailed to all Montana registered pilots. The number of applicants selected to participate in the field session at Lincoln is limited. The classroom sessions will be open to the general public. Participants taking part in the field portion of the training will be sent an equipment list and medical history statement. If you are interested and have not yet received an application call the Aeronautics Division at 444-2506.

Squirrel and the Hawk

By: John Alke
Reprinted with permission of Paragliding, the Magazine

The Hawk picked me up at the Ontario airport, near the east end of the Los Angeles basin. He didn't know me, but I knew him from one of my trips to the Owens Valley, a spectacular flying site between the Sierra and the White mountains, near the California-Nevada border. He is a superb highly skilled pilot, an intense personality, perhaps a bit wild. A month earlier I had made arrangements with the G-Man for a whirlwind tour of some of the flying sites in Southern California. Six days before our scheduled airport meeting, he had augered in at Elsinore and badly broken his ankle. Instead of calling me and canceling, he decided he could drive me around with a cast on his leg, an interesting proposition for a fellow whose truck has a standard transmission. When they operated four days later and put in pins, his first notion faded. Somehow he talked the Hawk into sheparding around a low time pilot from the Montana hinterlands.

Although I had started paragliding three years earlier, it was strictly an occassional weekend sort of thing, and I had only 28 hours of airtime in 200 flights. Winter is long and cold in the north country, and a solid dedication to family and job precluded the rapid development of extensive flying experience. All my Montana flying buddies were in the same boat.

I wanted to learn how to really fly thermals, and common sense dictated that the best way to learn the lore was flying with experienced pilots of long standing. Since there was an absence of the species in Montana, a Pilgrimage was necessary. Three trips to the Owens Valley, spread over two years, including one for a thermaling clinic, netted only two real flying days out of ten days in residence. Plan B was a spring trip to Southern California; lots of good sites, lots of good pilots, lots of good weather. Thank God for Plan B!

My trips to the Owens had established that I needed a glider with a better sink rate. A new high performance glider arrived during the winter months, and took up residence in my basement. Armed and dangerous, I made arrangements with the G-Man for my spring fling to the land of oranges and earthquakes.

The Hawk looked at me suspiciously. He wasn't sure what kind of flying creature he had on his hands. Was it an eagle or a squirrel? I immediately confessed to being a low time pilot, and having a new canopy. I didn't tell him that I hadn't had an opportunity to learn how to ground handle the thing, a wing significantly faster than my other glider. After musing for a moment, the Hawk announced, "Well, I s'pose you can huck yourself off Cucamunga." The LZ was about ten miles from the airport, a large open field surrounded by subdivisions and monstrous power lines. A dirt road wound 2700 feet up into the foothills southwest of Cucamunga Peak.

It took me three attempts to successfully kite the canopy and get off. The Hawk stood by silently, his eyebrows raised a notch. I got about 200 feet above launch, then the wind turned sharply cross slope. I had a very difficult time staying in the thermals, and landed a little more than half an hour after I began. When the Hawk picked me up, he looked a bit peeved. His face seemed to say, "I drove all the way up that damn mountain just to watch you promptly fall out of the sky?" I felt compelled to apologize for my ineptitude. "Hard to stay in thermals in a cross wind," he said.

The next day we went to Elsinore, a 1700 foot high lee side thermal site. It blew down the entire morning, except for one ten minute span during which the Hawk launched. Ten hang glider pilots and I enviously watched him soar. No one else flew. He top landed, and we drove to Marshall Peak, a 2300 foot high mountain on the outskirts of San Bernadino. Marshall faces the prevailing west wind, and there usually is some ridge lift to minimize your sink while you're hunting for thermals. We got there at the peak of the thermal cycle.

I quickly got 700 feet above the top. The Hawk launched, and headed to the north end of the mountain. I followed him about two thirds of the way, until I started to sink out. For the next half hour, I stumbled my way into and out of thermals. The net result put me close to 700 feet below launch. The Hawk flew down to check on my progress, and to give me something to follow. I tracked about 70 yards behind him, watching how he hugged the crest of a subsidiary ridge, looking for thermals. Within a couple of minutes, he was at least 800 feet above me, and I was thoroughly depressed.

My funk was short lived, as I caught the next elevator up, gaining 1800 feet, and parking 1100 feet above launch. The Hawk flew over, and we chatted. He was concerned that the prevailing had become a bit too strong to be flying near the crest of the peak. He had had one near collapse, and he wanted me to head out over the foothills. His advice seemed eminently sound, and I obliged. An hour and twenty minutes after launch, I had a new longest flight. My nerves were a bit frayed from the turbulence. I had put a great deal of effort into keeping the canopy squarely above my head, without surges, and now I wanted to feel my feet on solid ground. I pulled in 25% of each wingtip (a manuever called "big ears"), and dropped 1700 feet to the LZ.

When the Hawk picked me up, he was perplexed. He asked about the big ears thing. "What a terrible thing to do to a perfectly good flight," he observed. Still, he took me back up for another one. Things had cooled a bit, and conditions were more mild. I had an hour long flight with another 1000+ gain.

The next morning we were back at Elsinore. The Hawk clearly loved Elsinore. For him, it is the essence of thermal flying, as there is no ridge lift, and you can track the thermals far behind launch. The takeoff is at the head of a narrow canyon, which is not soarable. The left side of the canyon is a sharp

spine, beyond which there is another, wider canyon. The spine ends in a 1200 foot high prominence called the "E Cone". The standard route is to cross into the second canyon, and soar the spine or the E Cone until you get high enough to go behind launch. For a paraglider, the initial transition from canyon to canyon is nontrivial, as there usually is some level of rotor activity on the near side of the spine.

About 15 hang gliders were there to fly. I told the Hawk that I was worried I would immediately sink out. "Only an idiot couldn't stay up today," he snorted. With his words of comfort ringing in my ears, I launched fifth. I lost only 10% of my downwind wingtip as I passed through a weak rotor on the spine. My first good lift was above the E Cone, and I got back up to launch height. The Hawk and the rest of the hang gliders launched. Gaggles started to form, and I usually occupied the very bottom.

It was an interesting experience to soar with the significantly faster hang types. My flight was 45 minutes long, and ended with a big flush down a canyon. A number of the hang gliders had had to land before me. At least I wasn't the worst of the day. The primary observation of the Hawk was that I deserved to get flushed because I spent too much time over the canyons, and not enough time above the ridges and spines.

The Hawk had promised to take me to Torrey Pines, a flight park in San Diego, on the bluffs above the Pacific. Off we sped to the ocean. The entire way down I pestered him with flying questions, and he shared some of his knowledge with me. We arrived at Torrey Pines around 3:00 p.m., and I flew while the Hawk worked on a hang glider he was testing.

After a difficult and exasperating time getting launched, I had some good flying along the cliffs above the ocean. First I went to the north, along the Torrey Pines golf course, then to the south. There are gaps in the bluffs, and the trick is to cross them without losing too much height. To the south of launch, I got about 150 feet above a couple of jillion dollar homes.

It was hard to tell whether they were very large houses, or small hotels. Each time I hopped from bluff to bluff, I would reverse the segment a couple of times to make sure that I could get back. On one of my passes on the next bluff south of the mansions, I got the notion I might be able to fly to a pier about a mile further south. I flew to yet the next bluff. On my return hop from that one, I had a stupid attack, and sunk below the crest, never to recover.

Glider and I touched down on a stretch of beach between some sheer cliffs and the ocean. As I bent over my glider to put the lines inside the canopy, I caught out of the corner of my eye what appeared to be a naked man. I bolted upright and saw that he was indeed a naked man. He walked over to a fully clothed woman, and they clenched in a long passionate embrace.

Somewhere between the launch and the landing I had warped through space and ended up on Mars. As I began folding my glider, I realized that many, if not most, of the people on the beach were naked. There were lots of couples, and the couples were mostly men. One pair came over to chat, and offered to help put my glider away. It finally dawned on me that a lot of the Martians were twinkies. I fairly ran the mile back along the beach to the glider port. The Hawk had a good laugh out of my adventure. I took a second flight, taking great care not to end up back on the beach. The two flights provided an hour and a half of very beautiful and peaceful flying.

The last two days of the trip were uneventful. I didn't fly at all the next day. We went again to Elsinore, where 48 hang gliders were lined up to fly in fairly gnarly conditions. Some of them got sorely abused, and the LZ was littered with bent down tubes from hard landings.

The afternoon was more mellow and I tried to fly. I blew my launch in front of a line of waiting hang gliders, and slunk off in embarassment, taking it as a sign from the sky gods that I shouldn't fly. The Hawk flew to cloudbase - twice. After his first trip, he returned to earth to see if I was going to fly. When I said no, he returned to the clouds, 3,500 feet above.

My plane left the next day at 4:00 p.m. In the morning, the Hawk "hucked" me twice off of Edwards, another launch site at Elsinore. It was too early for good flying, and the little lift that was there I missed. After my second sled ride, the Hawk said three words, "You're getting worse." So that I would end on a high note, he took me back to Marshall.

After another terrible launch, I lifted off about 2:45 p.m. I scratched around for 10 minutes, and promptly got stuck in a gully. Eventually, I was able to slide out to a ridge crest, directly behind another paraglider. I followed about 50 feet behind him, on the theory that he couldn't possibly do any worse than I. The sky gods smiled. I caught, and perfectly cored, a good strong thermal. In a shade over three minutes, what had been a thirty foot wide paraglider in front of me turned into a one inch butterfly far below me. I was about 1200 feet above him, and nearly 550 feet above launch. I had to fly with one eye on my watch, as I told the Hawk we had to leave for the airport no later than 3:30. As the time wound down, so did I. On the way to the airport, the Hawk told me I had done a good job of staying in the one thermal. He might have just been stroking, but I was willing to accept it.

So how is flying in Southern California? Totally awesome dude! Killer sites, killer thermals, killer....

Postscript: There are now over 30 paraglider pilots, of various experience levels, flying the skies of Montana. The largest and most active group is in Missoula, where gliders can frequently be seen soaring the slopes of Mt. Jumbo, across the interstate from the university football stadium. Anyone interested in learning to fly a paraglider should contact Dale Covington, a certified instructor in Missoula, at 728-2876.

The author is one of the half dozen pilots in the state currently certified at a class II level, and currently has 38 hours of airtime. He would be glad to respond to any general inquiries about the sport, and can be reached in Helena at 442-6048.

Conference Plans Finalized

By: Debbie Alke
Administrative Officer

Anyone who has not registered for the 1994 Montana Aviation Conference is urged to fill out the registration form and return as soon as possible. The conference is being held February 23-26 at the Holiday Inn at Billings and promises to be another great Montana aviation event filled with informative, educational sessions.

In addition to being a good time for continuing education, the conference provides a forum for those from all facets of the aviation industry to meet on an informal basis to discuss issues of mutual interest.

Major speakers include Ed Stimpson, President, General Aviation Manufacturers Association (GAMA); Julie Clark, aerobat and Captain for Northwest Airlines; Paul H. Poberezny, Founder and Chairman of the Board, Experimental Air Association (EAA); and Dr. Jerald Cockrell.

An impressive group of speakers will also be conducting concurrent sessions throughout the conference. Some topics include: Pilot Decision Making; Airspace Reclassification; Fuel Management; FAA and your Medical; Washington Legislative Update; ELTs and Survival; GPS; Aviation in Croatia; WWII roundtable; Soaring; Antique Restoration; FAA Question and Answer, and much more.The Aerial Applicators Recertification Session will begin Wednesday morning with the Aircraft Mechanics Refresher Seminar scheduled at various times during the conference.

Aviation/Awareness Career Day for junior and high school students will be Friday.Exhibitors from all over the country have reserved booth space for the trade show. Thousands of dollars worth of door prizes will be given away during the conference.

Senator Conrad Burns will be in attendance at the banquet Saturday evening and will conduct an AOPA sponsored aviation question/answer meeting on Sunday. See page eight.Rooms for the conference have been blocked at the Holiday Inn 800-637-3679 or 406-248-7701. Those who preregister will be eligible for a special drawing.

For additional information refer to page seven or call Debbie Alke at the Aeronautics Division, 444-2506.

New NDB to be Located at Ennis Big Sky Airport

By: Mike Rogan
Aviation Support Officer

Montana Aeronautics Division has been working with the Ennis Big Sky Airport on construction of a new non directional beacon (NDB). The site is located 1100' west of the runway.

We have been working with Bob LeSuer, Chairman of Madison County Airport Authority who, in turn, has been overseeing their share of the project such as trenching the ground radials, painting the antenna poles, putting together plans for the transmitter shack, and more.

We expect to have the project completed sometime in late spring, early summer.

Mike Rogan installs counterpoise wire for Ennis NDB.

Attention Pan Am Users

By: Redge Meierhenry
Aviation Support Officer

I have recently received phone calls from users who have problems connecting to WeatherMation at either Helena or Miles City. The problem being described is that after connection to WeatherMation, one of three errors occur:

1. Connection is confirmed but no further action occurs, i.e., unable to query.
2. After connection, garbled text is received back from WeatherMation.
3. After connection, a 1200MEL or 2400REL message is sent and no further action occurs.

If any of these problems exist when trying to establish connection, then most likely it is a problem in your modem software setup. The solution is to disable any data compression modes your software uses at initialization. As an example, you must disable MNP or V.32 or V.4Z.For help, your first step is your modem/software documentation. If unable to get help there, then phone the software vendor technical support staff.

1994 Montana Aviation Conference

Tentative Schedule

Wednesday, Feb. 23

Morning
Aerial Applicators Seminar

Afternoon
Booth Set-up
Aerial Applicators Seminar.

Evening
Aeronautics Board Meeting
Aerial Applicators Dinner

Thursday, Feb. 24

Morning
Exhibitor Meeting
Mechanics Seminar
MATA Business Meeting
Concurrent Sessions

Luncheon
Kick-off Luncheon Speaker: Ed Stimpson, President, General Aviation Manufactures Association

Afternoon
Mechanics Seminar
MAMA Board Meeting
Concurrent Sessions
FAA Q&A Session

Evening
Dr. Jerry Cockrell

Friday, Feb. 25

Morning
Mechanics Seminar
Concurrent Sessions
Education Session
MFF Business Meeting
MAMA Membership Meeting
Flying Companion Seminar

Luncheon
Held in Exhibit Area, free to registrants.
Door Prizes

Afternoon
Education Session
Concurrent Sessions
Spouse/Guest Program
MAAA Business Meeting
99's Business Meeting

Evening
Hospitality Hour in Exhibit Area

Saturday, Feb. 26

Morning
EAA Business Meeting
Montana Seaplane Pilots Meeting
MPA Business Meeting
Mechanics Seminar
Concurrent Sessions

Awards Luncheon
Speaker: Julie Clark

Afternoon
Concurrent Sessions
Aeronautics Board Q&A Session
AOM Meeting

Evening
Banquet Speaker: Paul Poberezny, Founder and Chairman of the Board, Experimental Air Association
Entertainment: Calamity Janes

The exhibit area will open Thursday morning, February 24 at 10 am and will be open at various times during the Conference through Saturday afternoon. All coffee breaks and Friday's lunch and hospitality hour will be held in the exhibit area.

Montana Aviation Conference—Feb. 23-26, 1994

Mail To:
Montana Aviation Conference
PO Box 5178
Helena, MT 59604

Please Type or Print

Name(s) of Participant(s) (for name tags) _____

_____

Address _____ Phone _____

Your Organization Affiliation:
(Choose one only for name tag)

MPA	_____	99s	_____
MATA	_____	MAAA	_____
MAMA	_____	EAA	_____
MFF	_____	CAP	_____
Other	_____	AMAA	_____

Make Checks Payable to:
Montana Aviation Conference

Please make the following reservations
NOTE: Meal Tickets must be purchased 48 hours in advance.

		Enclosed
Reg. Fee -	_____ @ $30/person	$ _____
	_____ @ $40/family	$ _____
Daily Pass	___ Th ___F ___S @$15/Day	$ _____
*Thurs. Luncheon	_____ @ $9	$ _____
Fri. Luncheon	_____ @FREE	$ _____
Sat. Luncheon	_____ @$10	$ _____
Sat. Banquet	_____ @$21	$ _____

Yellowstone Airport Has New Customers

By: Redge Meierhenry
Aviation Support Officer

Most of you are aware that Yellowstone Airport "shuts down" during the winter months from October 1 to May 31. As the snow piles higher during the winter it hardly resembles an airport. Like any business, income at the Yellowstone Airport suffers when its not operational. Accordingly, a continuing goal for the airport has been to find ways to enhance the generation of income. These monies are what the Aeronautics Division uses to fund the airports ongoing operation as well as for capital improvements.

The Aeronautics Division has recently concluded an agreement with Nevada Testing Center for use of some of the airport facilities during the winter months.We think that his kind of innovation goes a long way toward enhancing airport revenues, particularly during the season when the airport is dormant.

Nevada Testing Center's operation at the airport during the winter months is interesting. Evidently, the Yellowstone climate is conducive to testing the winter performance of automotive tires. Various tire manufacturers will contract with Nevada Testing Center to evaluate various rubber compound mixtures, tread design, etc., in controlled conditions of snow or packed snow.

So far, the arrangment with Nevada Testing Center is working well. We hope they will be back next year.

Sen. Burns to Hold Meeting

The Aircraft Owners and Pilots Association (AOPA) is sponsoring a pilot/town meeting with Senator Conrad Burns. The meeting is being scheduled in conjunction with the Montana Aviation Conference and will be conducted on Sunday, February 27, beginning at 10:00am at the Holiday Inn at Billings. Plan to attend.

The Department of Transportation attempts to provide reasonable accommodations for any known disability that may interfere with a person from participating in any service, program or activity of the Department. Alternative accessible formats of this document will be provided upon request. For further information, call 406- 444-2506 or TDD 406-444-7696.

Thirty-four hundred copies of this public document were produced at an estimated cost of 37¢ each, for a total cost of $1,210. This includes $60 for production, $526 for postage and $624 for printing.

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Helena, Montana 59604

February 1994

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